

Seeing Is Believing

The Regal "20" did the Five Miles in 7:12 at Kapiolani Park Race Saturday

A record for a 4-cyl. 20 h.p. entry

Let Us Demonstrate
Its Worth To You

H. E. Hendrick Co., Ltd.

Alakea & Merchant
Streets

BOTH PARTIES FOR MODERATION

No Radical Tariff Revision nor
Trust-Smashing—Clews
Optimistic

Henry Clews of New York, in his special circular of August 10, attributes failure of the stock market to respond to sound intrinsic conditions partly to the absence of leaders on vacation and partly to continued dread of legislation regarding the tariff and trusts. He proceeds to say:

"In this connection, however, it is highly assuring that candidates of the two leading parties, one of which is sure to be elected, are both moderate in their ideas. Republican and Democratic alike are agreed that tariff revision downwards is imperative, but both parties are committed to a moderate treatment of the subject in order to avoid disturbing consequences to business. Moderate action is also promised by both candidates in the treatment of large corporations. Neither party favors trust smashing. There is every reason, therefore, to anticipate the handling of these two great problems in a manner that will be least disturbing. If these promises are faithfully fulfilled, it should mean a decline of extreme radicalism, which proved such a serious drag upon business enterprise for the past year or two. In the West the disposition to cut loose from politics is much more pronounced than here. This is because that section of the country is more largely dependent upon crops than the East, which relies chiefly upon the initiative of capital. As soon as business men understand upon what lines to operate we may expect a fresh revival of enterprise. Among the timid there will be more or less hesitation until after the election, or even until the new Congress assembles in December, 1913."

Mr. Clews further says in part: "Crops are now of vastly more importance than politics. Each week

strengthens the outlook for a large and profitable harvest. * * * As already stated, the agricultural products of the country this year will probably reach \$9,000,000,000 or fully \$500,000,000 more than a year ago. No better foundation for continued prosperity could be desired.

"General business shows a tendency toward increased activity. This is particularly true in the Northwest. Dry goods jobbers are purchasing more freely in anticipation of agricultural prosperity. In the manufacturing sections, particularly those depending upon the steel industry, there are also signs of increasing business expansion. Even in New England, where strikes in the textile industry have caused special disturbances, the outlook is improving.

"In the third week of July, 41 roads reported an increase of over 8 percent in earnings, and railroad managers are confidently expecting still better results in August and September. * * * There is likely to be a hardening of money rates arising from increased trade and crop requirements. From now on the latter are sure to extend. Fortunately the European markets show easier tendencies, which will of course tend to keep down interest rates, and no injurious stringency is in prospect. Our balances abroad have already been considerably reduced. Among investors there is a decided tendency to seek investments providing larger returns."

"In conclusion, Mr. Clews gives the following cheering summary of the situation:

"The outlook for the general market is still for increased activity as soon as the leaders are prepared to assume the initiative. From now on politics will be less disturbing; the harvest will soon be beyond doubt; business will have a chance to resume normal activity; Congress adjourns soon; the international outlook is clear; industrial conditions at home are intrinsically sound; increased activity in pig iron shows confidence in that quarter; the financial situation is sound, and the railroads will soon be taxed to their utmost in moving the crops, so that there is every reason to assume a more cheerful attitude towards the future."

SENATE PASSES CANAL BILL BY DECISIVE VOTE

WASHINGTON, Aug. 9.—The Panama canal administration bill, providing free passage to American ships, prohibiting railroad owned vessels from using the waterway and authorizing the establishment of a one man government when the canal is completed, was passed by the senate tonight by a vote of 47 to 15. The provision for free tolls, which was fought out in the senate Wednesday, was endorsed again just before the passage of the measure.

Attached to the bill as it passed the senate were two important amendments directed at trust or railroad control of steamship lines. The first, by Senator Reed, would prohibit ships owned by an illegal industrial combination from using the canal, and the second, by Senator Bourne, would force railroads to give up water lines that might otherwise be their competitors if it were proved that they were stifling competition.

Fight Stubborn to the Last.
Opponents of the free toll provision for American ships, against which Great Britain made formal protest, carried their fight up to the last moment of the bill's consideration. Just before its passage Senator Root moved to strike out the section giving free tolls to American coastwise vessels, and Senator Hoke Smith of Georgia moved to strike out the provision of free tolls to American ships in the foreign trade. Both motions were defeated by overwhelming votes.

As the bill passed, it would permit American coastwise vessels to pass through the canal free without conditions, while American foreign trade ships might pass through free if their owners agreed to sell the vessels to the United States at a fair price in time of war or emergency.

The great fight of the day centered about the provision to prohibit rail-

road owned ships from using the canal.

House Bill Modified.
The broad terms of the original House bill, which would have required every railroad in the country to dispose at once of any steamship lines with which it might otherwise compete, were not accepted by the senate. This was modified so that railroads would be prohibited only from owning steamship lines that may operate through the Panama canal.

The Bourne amendment, however, adopted later by a vote of 36 to 25, restored much of the vigor of the anti-railroad provisions of the house bill. It provided that if the interstate commerce commission should find that any railroad had an interest in a competitive line of steamers and that such interest was injurious to the welfare of the public, the commission might compel the railroad to dispose of its steamer connections.

Senator Brandegee, chairman of the inter-oceanic canals committee of the senate, made an ineffective fight on the rigid provisions against railroad ships. After the amendment had been adopted to the house bill, he moved that the whole paragraph relating to railroad control be stricken out. This motion was defeated, 45 to 18. A subsequent proposal by Mr. Brandegee, to permit any ships to use the canal, giving to the interstate commerce commission power of control over them, also was defeated.

The Reed amendment, against trust owned ships, was called up for a second vote before the bill passed, and was adopted on final passage by a vote of 36 to 23.

The completed canal bill finally was passed, with Senators Burton, Crane, Gallinger, Lodge, Root and other opponents of the free toll and anti-railroad features, voting against it.

Registry Provision Added.
In the form in which it returns to the house the bill adds to the general scheme for operating and governing the Panama canal, provisions for the admission of American registry of any foreign built ships owned by Americans, provided they are operated wholly in the foreign trade.

No debate was allowed today, under the agreement made yesterday, on the amendments offered by Senators Bourne and Reed. Following the adoption of the latter amendment Senator Fall introduced a factious provision requiring the canal authorities to hold up a ship and search them for trust made goods. If any such should be found, it was provided that the vessel should be held while the case was tried in court. On the vote Senator Fall deserted his own amendment and it received no support.

Treaty Violation Alleged.
Senator Brandegee, closing the debate, insisted that the provisions of the senate bill admitting American vessels engaged in the foreign trade to free passage in the canal was an undoubted violation of the Hay-Panncofote treaty with Great Britain.

He opposed also the Williams amendment admitting American owned foreign built vessels to American registry, provided they did not engage in coastwise trade.

"It has been proposed that this would help build up the American merchant marine," he said. "To my mind it would be a humiliating spectacle for Americans to see ships traveling around the world under the American flag, with the label 'built in Germany' attached to them."

MISS KATHERINE DAVIS BECOMES MRS. ANDERSON

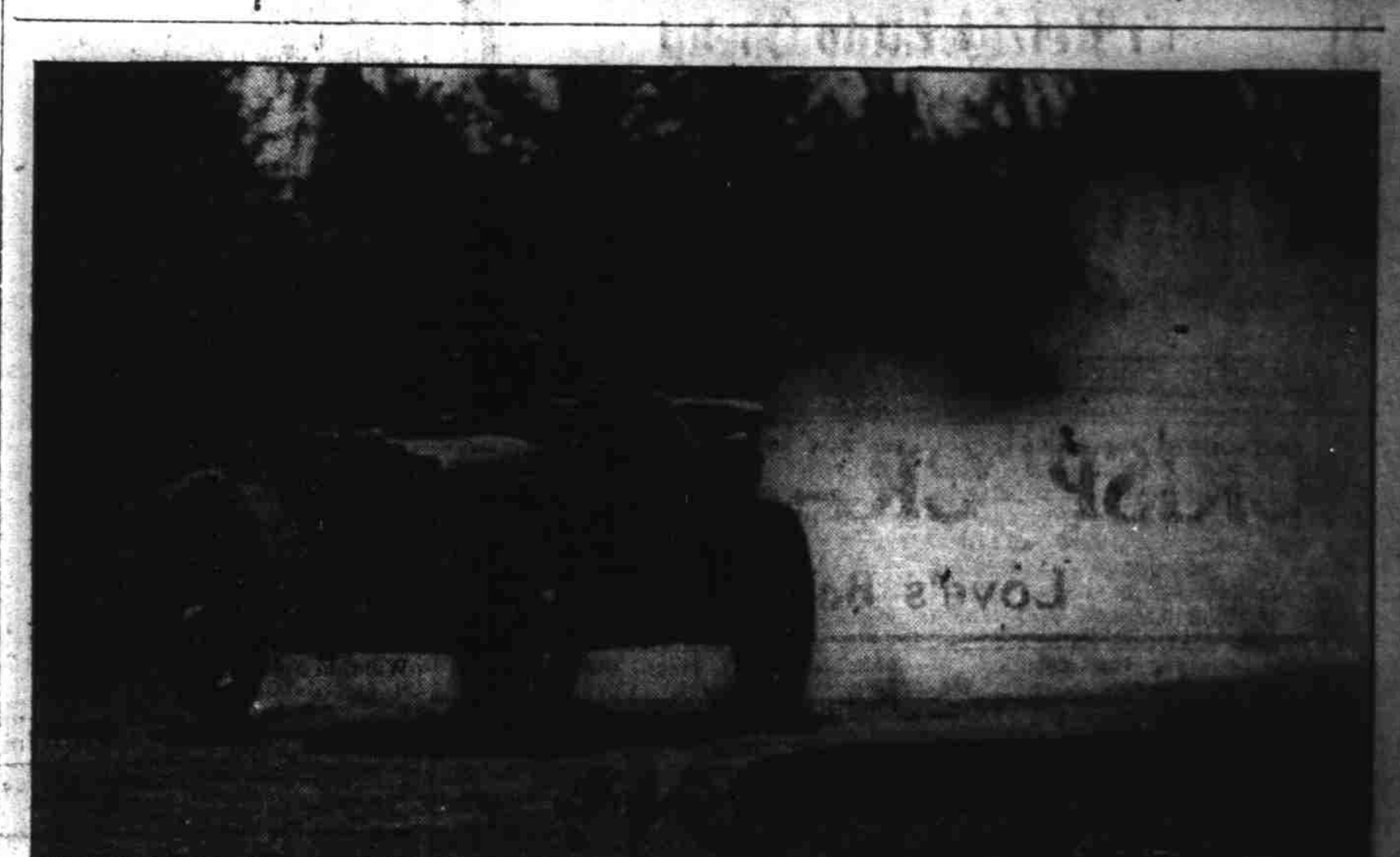
A wedding of considerable interest to the large circle of friends and acquaintances of both the bride and groom, was celebrated at the Methodist Episcopal church Saturday night when Miss Katherine E. Davis became the bride of Frank H. Anderson. The ceremony was performed by Rev. Robert E. Smith.

Both Mr. and Mrs. Anderson are well known in Honolulu, having resided here for some years. The former is connected with the Bergstrom Music Co., and is also leader and cellist of the Young Hotel Rathskeller Trio.

After a short wedding trip, the pair will reside at 1486 Emma Street.

Prominent business and society men of New York will be called upon to testify in the police graft prosecution. The names of such men as have frequented the gambling houses protected by the police have been listed. A laborer went violently insane as a result of enforced vaccination at a Washington construction camp.

Flying Autos Make Fast Time But No Accidents Recorded



A MILE A MINUTE ON THE STRAIGHT FOR THE AMERICAN—A. Buffum driving, W. Bain mechanic.

Many Close Calls to Accident but All Escape Amid the Thrills of Audience

(Continued from Page 1)

his men, and for the almost human intelligence shown by the crowd. Of course, there was a good deal of crowding around the finish line, and once or twice it looked as though someone would get hurt, but the drivers all kept their heads, and there was only one brush that brought two cars abreast at the point where the spectators were most plentiful. There were a good many delays between events, but this was to be expected, considering that the men who competed have not been schooled to the promptness and rigid discipline which is enforced at meetings of the kind elsewhere. The next races should go with more snap, and probably the wheels of the organization will turn more smoothly on a second attempt.

Speed Races Exciting.
The principal events from the spectators' standpoint were the five and ten mile speed races. The big Palmer-Singer "six" of Link McCandless stripped down to essentials, and with the exhaust shooting from the side of the hood, came in a winner in both races.

J. C. Cluny was at the wheel of the McCandless entry, his mechanic being J. C. Nunes. This team proved its mettle by taking the turns wide open, and by getting every bit of speed possible on the straightaways.

Other entries in the five-mile event, which came first on the program, were a Buick 40, entered by the von Hamm-Young Co. and driven by Walter C. McHenry, with La Monte on the seat beside him; an American, entered by the distributing agent, George C. Beckley, and piloted by A. Buffum and Walter Bain, and a little Regal 20, which Hendricks, Ltd., very sportingly entered. This car was taken right off the floor and put in the race with little or no tuning. It was driven by J. E. Johnson, with Blackwell hanging out on the running board around the turns, and the way it kept up with cars three times as powerful was a marvel.

The Palmer-Singer took the race in 5:57 with the Buick second and the Regal third, the American having to drop out after three laps on account of a puncture.

Palmer Wins Again.
The ten-mile event, which closed the program, also went to the McCandless entry, with the American a good second, and the Regal third. The Buick dropped out at the fifth mile, owing to slight engine trouble. The winning time was 11 m. 44 s., the second car taking 12:21.

A one-mile speed race for low powered cars was won by Johnson in the



L. L. McCANDLESS' WINNING PALMER SINGER, Cluney and Nunes in the car.

Regal in 1:33. Fred Wichman in his Buick was second, and C. T. Schaefer in a Norton third.

Miss Wilhelmina Tenney's Stevens-Duryea, driven by M. J. Camara, won the one furlong race for slow on the high gear, just managing to crawl in a foot or two behind Ed Fernandez car.

A two mile marathon, in which the drivers were to run the last hundred yards, went to Cluney in the Palmer-Singer.

Following the meeting the pro-

motors dined together at the Young Rathskeller, and perfected a permanent organization for the Honolulu Automobile Association, electing the following officers:

President, Gus Schaefer; vice-president, Sidney Jordan; treasurer, F. W. Wichman; Secretary, W. Douthett.

A vote of thanks was tendered to the police department, the band, the officers in charge of the races and the general public for its generous attendance.

WORLD'S NEWS CONDENSED

SPECIAL MAIL SERVICE TO STAR-BULLETIN.
Home and Foreign Dispatches Giving World's News at a Glance.

LATEST NEWS BULLETIN.

Complete plans for the funeral rites of Emperor Mutsuhito of Japan have been announced. The ceremonies will commence on September 13. Representatives of many foreign governments will be present.

The fifty-eighth annual convention of the International Typographical union is being held in Cleveland, Ohio. There are in attendance delegates from all parts of the United States, Canada, the Philippines and Hawaii.

An eleven year old girl of Springfield, Mo., has been arrested for starting thirty-five fires in homes of that city.

A mutiny on a Russian warship in the Black Sea was foiled. It was the intention of the mutineers to seize the Russian imperial family on board their yacht and force the Czar to resign.

The West Virginia miners are planning a state wide strike in protest against the sending of militia to quell the riots of miners in the Paint Creek.

A young Spanish boy saved five members of a bathing party at Santa Barbara from drowning.

James Whitcomb Riley, the Hoosier poet, has deposited a check for \$10,000 to his nephew's credit for appreciation of the services he rendered the poet while acting as his secretary.

Through the voluntary act of the bankers' heirs, the creditors of an Ohio bank which failed 20 years ago will be paid in full.

Four robbers boarded a Chicago street car and held up two passengers getting away with \$31 dollars and a watch.

The physicians of Johns Hopkins hospital are working on a new treatment of Potts disease or hunchback.

\$25.00 Reward

For information that will lead to the arrest and conviction of the person or persons who mutilated posters of the Honolulu Automobile Association on Saturday, Aug. 17, 1912.

[Signed]

PIONEER ADVERTISING CO.

Chas. R. Frazier, Proprietor